SECTION 5

# Areas for Special Planning

## Introduction

This section is the heart of the Tyreeanna/Pleasant Valley Neighborhood Plan; it describes those areas of the neighborhood where major changes are expected and outlines how those changes will be encouraged during the 20-year timeframe of this plan.

**The areas are discussed in the following order:**

**1) Gateways**

**2) New Route 460**

**3) Village Center**

**4) Current City Landfill**

**5) Future City Landfill site**

**6) "Old" Route 460 or Pleasant Valley Boulevard**

In addition, a set of design guidelines have been included at the end of this section to guide future development in the neighborhood.

## The Areas

### 1) Gateways

**Definition.** Gateways are defined in the Comprehensive Plan as places where the regional road network crosses a City boundary. These gateways serve as the community's front door, establishing first impressions and reinforcing images and perceptions of Lynchburg's quality of life and vitality.

**In preparing this plan and its treatment of the three gateways in the neighborhood (see the Tyreeanna/Pleasant Valley Future Land Use Map for gateway locations), the City is working to fulfill the directions given in the Comprehensive Plan to:**

- Evaluate the visual quality and entry experience of each gateway.
- Identify appropriate improvements, including installation of updated entry signage, landscape improvements, and screening of unsightly views.

- Develop these gateway improvement plans in collaboration with VDOT, neighborhood and business groups, and nearby property owners.
- Coordinate these plans with the signage and wayfinding system proposed in the City's Downtown and Riverfront Master Plan 2000.
- Use the City's LEAF program as a model for the gateway improvement program. *(See the Comprehensive Plan, page 4.2)*

## Gateways in the Tyreeanna/Pleasant Valley Neighborhood

There are three gateways in the neighborhood. Each of them is described below, along with the elements of a gateway improvement program.

## Route 29/460 Gateway

This gateway is located at the point where westbound traffic on the new Route 460 merges with southbound Madison Heights Bypass traffic at the Concord Turnpike extension.

This will be a major gateway to the City; a significant portion of the increased traffic from the Madison Heights Bypass and westbound traffic on Route 460 will merge just before the traffic signal at Concord Turnpike—the center of the gateway.

**The important considerations for this gateway improvement program are:**

- Inform drivers that they are in the City of Lynchburg.
- Indicate that they are approaching the Village Center commercial area.
- Direct drivers to other locations nearby, such as the future park facility located on the site of the current City landfill.
- Ensure that the area around the traffic signal—within the defined gateway area—is attractively landscaped.

Eventually, when there is a sufficient volume of traffic on Route 460 or when VDOT determines that Route 460 should become a limited access roadway, an interchange may be built to carry Concord Turnpike over Route 460 and connect it with local roads on the south side of Route 460. At that time, the traffic signal at Concord Turnpike will be removed, and the gateway should be redesigned to allow for changes in signage and directions.

## The James River Bridge Gateway

This gateway is located at the point where southbound traffic on the Madison Heights Bypass leaves the bridge over the James River and enters Lynchburg. The bridge carrying "Pleasant Valley Boulevard" ("old" Route 460) traffic over Route 29 will also be in this gateway.

**The gateway improvement program should:**

- Welcome drivers to the City of Lynchburg.
- Inform drivers that, by continuing west, they will reach the Village Center commercial area.
- Provide attractive landscaping along the sides of the roadway. Travelers may be able to see the new Pleasant Valley Baptist Church, an important neighborhood institution.
- Create an attractive view of Lynchburg as drivers cross the James River Bridge and enter the City. As soon as construction of the roadway is complete, the City should determine whether the new landfill proposed for the northeast side of Concord Turnpike will be visible from the Bypass and/or the Bridge. If it will be visible, the City should begin work immediately to ensure that the landfill will be screened with berms and/or landscaping.

The side of the bridge carrying Pleasant Valley Boulevard over this gateway will offer a potential location for signage.

### *The Tyreeanna/Pleasant Valley Gateway*

This gateway is located at the intersection of Tyreeanna Road/Holcomb Path Road and Route 460.

This gateway will be the initial location of the proposed Village Center entrance (before construction of the small urban interchange discussed above), as well as to the residential areas north of Route 460 and along Holcomb Path Road. Traffic on Route 460 will pass by the Village Center and be directed to turn onto Holcomb Path Road to reach the businesses in the Center.

**The improvement program should:**

- Be designed and signed to welcome travelers to the Tyreeanna/Pleasant Valley Neighborhood.
- Direct traffic to the Village Center commercial area.
- Direct traffic to other nearby destinations.

Since the new Route 460 and the Madison Heights Bypass are still under construction as this plan is being prepared, it is premature to evaluate the appearance of two of the gateway areas: the Route 29/460 gateway and the James River Bridge gateway. So, design guidelines are given at the end of this section that should be applied when access to the gateway areas is possible.

**In addition to these three gateways, the City should ensure that adequate signage is present to welcome and guide traffic in two other locations:**

**1)** For westbound traffic on Campbell Avenue/Route 501 at the point where the road crosses the City boundary.

**2)** For westbound traffic on the "old" Route 460 just before the bridge over the bypass to indicate that traffic on "Pleasant Valley Boulevard"/Route 460 is entering Lynchburg**.**

## 2) The New Route 460

Decisions about the road network in this neighborhood are still being made and will continue to be implemented throughout the 20-year timeframe of this plan. It is essential that City staff continue to monitor and, where appropriate, be involved in decisions made by VDOT regarding roads in this neighborhood.

**These decisions may address, among others:**

- The route of the Lynchburg Bypass
- Safety improvements to the existing Route 460
- Alternate routes for Route 460 through the neighborhood (similar to the four routes considered in 2001-2)
- Possible widening of Route 460 to six lanes
- Signalization and other possible improvements to the intersection of Tyreeanna Road/Holcomb Path Road and Route 460
- Changes in access points, such as median crossovers and driveways, along Route 460
- Application of the City's Scenic Corridor Overlay District to all or part of Route 460
- The layout of streets in the proposed Village Center area

In addition to working with VDOT, City staff should also refer to and incorporate the recommendations included in the *Final Report: Tyreeanna/Pleasant Valley Access Management Plan (May 23, 2003)*, prepared by Parsons Brinckerhoff under the direction of the Virginia Dept. of Transportation. Many of the recommendations in the report are summarized in this neighborhood plan, but further details and illustrations are included in the report, copies of which are available in the Community Planning and Development Department and the Public Works Department (Engineering).

The new stretch of Route 460 that is the subject of this section stretches from the point where the new Madison Heights Bypass interchange merges into Route 460 to the Campbell Avenue/Route 501 interchange. The new stretch is the only partially controlled access portion of this highway from well south of the City all the way north to the Amherst terminus of the Madison Heights Bypass. The rest of this highway—eight to ten miles on each side—is a limited access freeway.

**The point at which the new Route 460 will merge into the existing Route 460 shown when the new highway is still under construction.**

The presence of at least one traffic signal, as well as driveways and business entrances along the new Route 460—in the center of a 16-mile stretch of freeway/expressway—raises potential safety issues. As traffic increases when the Madison Heights Bypass opens in late 2005/early 2006, it will be increasingly difficult for local drivers to turn in and out of the neighborhood onto Route 460 and for drivers on Route 460 to turn into and out of businesses on Route 460. Basically, this section of Route 460 was overlooked during the planning for the new Madison Heights Bypass—the connection of the bypass to the existing Route 460 does not adequately address the potential conflicts between through and local traffic, resulting in an increased likelihood of accidents.

To help the City and the neighborhood work with these changes in the road circulation network, the Virginia Department of Transportation (VDOT) funded an access/corridor management study, which was prepared by the consulting firm, Parsons Brinckerhoff Quade & Douglas, Inc. Because the traffic impacts of the bypass on the neighborhood are high, the study is summarized here.

**Several tasks were part of the study:**

- Secondary data collection and review of present and future traffic volumes, including a projection of additional traffic from possible future development in the area.
- Trip generation and assignment to show how much of this traffic will go in which direction.
- Traffic analysis to identify potential congestion issues.
- Access management recommendations for Route 460.
- An accident analysis was not included in this study.

## *Traffic Volumes*

The consultants calculated average daily trips (ADTs) based on traffic counts in 2002 and 2003, then projected future traffic volumes using background traffic estimates from the regional model both with and without the future development proposed for the neighborhood and shown on the Tyreeanna/Pleasant Valley Future Land Use Map.

**For the segment of Route 460 from the end of the merge to the Campbell Avenue interchange (west of the railroad tracks), these volumes are:**

| Year/Conditions | Average Daily Trips (ADTs) |
|---|---|
| 2003 | 24,000 |
| 2005 *(after the Bypass opens)* | 32,000 |
| 2025 *(without additional development)* | 51,000 |
| 2025 *(with development)* | 66,500 |

## *Traffic Analysis*

The consultants conducted a traffic analysis to identify potential congestion issues and to determine what traffic improvements to include in a long-term access management program. The primary focus of the traffic analysis was the two intersections on Route 460, since the requirements for adequate and safe conditions at these intersections would drive the overall long-range transportation plan for the neighborhood.

**The traffic analysis evaluated the need for traffic signals and studied the capacity at the intersections of:**

- New Route 460 and the Concord Turnpike Extension (three legs).
- Existing Route 460 and Holcomb Path Road / Tyreeanna Road (four legs).

The new Route 460 and the Concord Turnpike intersection was analyzed as a three-legged, T-intersection. This was due to the fact that VDOT does not currently plan to extend Concord Turnpike south of Route 460 in the near future.

The intersection of the existing Route 460 and Holcomb Path/Tyreeanna Road was analyzed as a full, four-leg intersection. The majority of traffic generated from planned development south of Route 460 and east of the railroad tracks is anticipated to enter and exit from this location.

**The need for traffic signals (called a "Signal Warrant Study") examines an intersection for eight specific conditions ("warrants"), including:**

**1)** Minimum Vehicular Volume

**2)** Four-Hour Volume

**3)** Peak Hour Delay

**4)** Pedestrian Volume

**5)** School Crossing

**6)** Coordinated Signal System

**7)** Crash Experience

**8)** Roadway Network

Once a preliminary determination is made that a signal may be needed based on these warrants, additional field studies (including actual field counts) are necessary to determine if a signal will improve the overall intersection operation.

The warrant analysis for a traffic signal at Route 460 and the Concord Turnpike extension showed clearly that a signal is warranted at this intersection by 2005 without any of the additional development shown on the Tyreeanna/Pleasant Valley Future Land Use Map. In fact, VDOT has included a traffic signal at this intersection as a part of the Madison Heights Bypass interchange construction.

The results of the warrant analysis for a traffic signal at Route 460 and Holcomb Path Road /Tyreeanna Road are more complicated. If the additional development shown in the Future Land Use Map does not occur, the warrant analysis shows that a signal is not needed at this intersection. However, if the proposed development does occur, the analysis shows that a signal would be needed by 2025. This development is not likely to occur prior to the closing of the landfill in approximately 2014, so a signal is unlikely to be called for until after 2014.

The study continues the discussion of a signal at Route 460 and Holcomb Path/Tyreeanna Road with "serious consideration must be given to the appropriateness of providing a second signal on [Route] 460 in the study area." The problem is not spacing; the two intersections are just over one-half mile apart. However, this area is in the middle of a 16-mile freeway/expressway with no other stops. According to the study, the "appropriateness" of having two signals "must be examined in relationship to future traffic volumes and capacity analysis, as well as safety."

It should be noted here that the intersection of Holcomb Path Road/Tyreeanna Road and Route 460 is currently underdesigned to accommodate the higher mainline traffic volumes that are projected with the completion of the Madison Heights Bypass in 2005/6. In the short term, intersection modifications should be implemented to make this intersection safer. This may require the short-term closure of the median opening, enabling right-in/right-out operations. If deemed feasible, a directional median opening allowing exclusive left turns onto Holcomb Path Road and Tyreeanna Road could be added in the short-term scenario. Either approach would reduce the number of conflict points accessing the median crossover and force traffic exiting the side streets to turn right and use signalized or better designed intersections to U-turn, if necessary. However, while this median closure and related changes in traffic flow could be expected to make travel safer for local drivers, these changes will be less convenient. In other words, local drivers would be unable to cross Route 460 from Holcomb Path Road to Tyreeanna Road (or the reverse) if a directional median was installed.

A signal may be installed at this intersection once warranted, but this would require significant improvements to ensure adequate design to accommodate through, crossing, and turning movements safely and efficiently. This signal would be a temporary solution until the ultimate solution, a grade-separated interchange, is in place.

**The intersection of Holcomb Path Road and Route 460, with the East Side Plaza on the right.**

## *Capacity Analysis*

This analysis looks at traffic growth, new development, and anticipated changes in traffic patterns resulting from the Madison Heights Bypass. The results of the analysis are shown as levels of service (LOS) for an intersection. LOS is rated from "A," where there is little or no delay to "F," which is defined as an "unacceptable delay."

For a signalized intersection, the level of service is based on the average delay all vehicles passing through the intersection experience due to the signal, including deceleration time and time stopped at the signal. For unsignalized intersections, the LOS is based on delays for traffic turning to/from the minor roadway only. In other words, for the intersection of Holcomb Path Road /Tyreeanna Road, the LOS is based on the delay turning from either local street onto Route 460.

The capacity analysis showed that a signalized intersection at Concord Turnpike extension would operate at acceptable levels until 2025 with the proposed additional development. However, in 2025 with the additional traffic from the proposed development, the LOS would be F. If Route 460 were widened to six lanes, the intersection would operate at LOS C, an acceptable level.

The unsignalized Holcomb Path Road / Tyreeanna Road intersection is now at an unacceptable LOS (E) for traffic from the local roads. This situation will only get worse as traffic increases, both with and without the proposed development. As the access management consultants pointed out in their report,

> **…the significant delays encountered on the minor street can result in significant queuing and frustration for local drivers. In addition, safety concerns can arise because some drivers will reduce their typical "gap acceptance," i.e., the driver will become more aggressive and cross with a smaller opening in the approaching traffic. This tendency can result in high speed right angle accidents as the vehicles cross the lanes approaching from the left or a side swipe/rear end accidents with vehicles approaching from the right.** *(page 13)*

With the proposed development, the traffic on Holcomb Path and Tyreeanna roads is significantly higher than without the development. If a signal were installed, the intersection would be improved to handle the additional traffic. However, unless Route 460 is widened to six lanes, even a traffic signal at the intersection would not result in an acceptable LOS, with all the development in place.

In their signal and capacity analyses, the consultants assume that traffic will be able to exit the Village Center area at Holcomb Path Road exclusively. The consultants point out that adding a left turn lane for eastbound Route 460 traffic to turn into the Village Center area could result in accidents caused by traffic exiting the Madison Heights Bypass to Route 460 westbound cutting across three lanes to traffic to reach the left turn lane. Thus, the consultants do not recommend adding a "fourth leg" at the intersection of Concord Turnpike extension and Route 460. Another option may be to allow a fourth leg, but limit the weaving movements by installing barriers until after the Concord Turnpike intersection and providing directional signage for people wanting to access the Village Center. This would physically prevent vehicles from crossing three lanes of westbound traffic to make a left turn at the fourth leg of the Concord Turnpike intersection. (page 16)

Based on this analysis, the consultants concluded that, when the planned development is in place, the trips generated by the development create the need for either additional roadway capacity, a change in access along Route 460, or both. The consultants conclude, "In general, over the long term, it is desirable to convert this section of US 460 to a limited access facility and implement certain access management alternatives and strategies to separate through and local traffic."

## *Access Management*

The consultants define access management as "an approach aimed at reducing traffic congestion and accidents while appropriately balancing the need for maintaining access to local developments and streets. It involves the provision of certain techniques to reduce potential roadway conflicts that can cause roadway friction as well as potential safety problems. In addition, the application of proper access management techniques can enhance the character of a community and advance economic development goals."

**The six basic principles of access management are:**

**1)** Maintaining a hierarchy of roads by function

**2)** Locating traffic signals to facilitate traffic movement

**3)** Limiting direct access on higher speed roads

**4)** Limiting the number of conflict points

**5)** Separating conflict points

**6)** Separating turning movements from through traffic

The consultants recommend that, in the long term, it will be advantageous for capacity, safety, and route continuity to convert this section of roadway to a controlled access facility with elimination of most at-grade access points. (Page 15) This would require grade separated access—bridges and a new interchange—on Route 460. Land requirements and costs for these facilities have not been estimated. A determination of the feasibility of and a potential design for this long-term approach will be necessary.

The study also makes recommendations for access management for new development. The consultants state, "As an area develops, it is often a concern to get the most value from each parcel of land. Direct access to a critical roadway adds 'value' to a parcel. However, poor access management can cause an inefficient and congested major roadway, more accidents, and excessive queuing that can block critical access points. Property is more 'valuable' if driveway locations are well planned and designed on a roadway."

**The consultants recommend the City adopt the following policies to ensure "valuable" development in the Route 460 corridor:**

- Minimize/eliminate signals to facilitate conversion of the road to continuous controlled access.
- Provide design consistent with the roadway hierarchy by upgrading this section of the road to the same freeway/expressway as the sections before and after it.
- Provide controlled access to improve capacity.
- Driveway spacing/shared access roads can be used to limit the number of direct access points onto Route 460.
- Internal site design during the planning for future development can result in the consolidation of driveways and a more efficient local road network.
    - Access to the employment area west of the railroad tracks and north of Route 460 (Truck Body area) should be provided via an access road from Florida Avenue or Brown Haven Lane that runs parallel to Route 460.
    - Access to the employment area west of the railroad tracks and south of Route 460 (Falwell Airport area) should be provided from Campbell Avenue, with the connection to Campbell Avenue at least 1,000 feet from the intersection with Route 460.
    - Local circulator roads should be provided that tie into the primary loop road concept based on Holcomb Path Road/Tyreeanna Road and Concord Turnpike. As the area develops, buildings should be reoriented from Route 460 to an internal emphasis. New building designs would orient their fronts to the internal, local roads and their backs to Route 460. *(See the final report on access management prepared by Parsons Brinckerhoff for further details.)*
    - A key component missing from the current circulatory system is a second access point to the south (the Village Center area).
    - In the short term, the local roadway network will be missing a critical component. There is currently no plan to bridge across Route 460 or to provide ramps at the intersection of Holcomb Path Road/Tyreeanna Road. This crossover point is not currently in a condition to allow crossing movements from the minor streets, although the number of existing crossing movements is estimated to be small. The median crossover should be reviewed to determine the safest pattern for turning and crossing movements.

- Starting now, no new access to Route 460 should be permitted. New development should be encouraged to develop frontage or access road systems and access locations on secondary roads, such as Campbell Avenue and Florida Avenue.

- Development approvals and conditions can be used to regulate access onto Route 460 by requiring that no development be approved that is not in compliance with the neighborhood plan.
- Building setbacks need to be maintained and right-of-way preserved throughout the study area in the event that Route 460 is widened to six lanes. Further, the area around the two intersections—Concord Turnpike extension and Holcomb Path Road/Tyreeanna Road—needs to be preserved in the event that an interchange and/or bridge is built.

The consultants provided a series of possible designs for a long-term limited access section. These designs were evaluated based on three criteria: 1) limiting impacts to the proposed land uses shown in the Future Land Use Map, 2) providing a limited access section on Route 460, and 3) providing a design that could be developed in the study area. These designs were also reviewed by Sympoetica, land use consultants for this plan. One design, as adjusted by Sympoetica, met the three criteria and is now shown in the Tyreeanna/Pleasant Valley Village Center Area: Proposed Long-Term Road Network illustration in the back of this plan.

## 3) The "Village Center": A Mixed Use/Planned Development Area

The proposed location of the Village Center is the largely undeveloped area south of Route 460 between Holcomb Path Road and Poston Street. The area covers 48 acres and all or part of 20 parcels. It is intended to be a mixed use area where retail, offices, other small businesses, and residences can be located. At this time, a few single family homes and Templeton's Market are located in the area. The market for the commercial uses will be both the traveling public and the neighborhood. In addition, residents of nearby areas in Campbell and Amherst counties may patronize businesses in the Village Center.

### *Sewer Service*

At this time, the Village Center area is not served by the City sewer system. In discussions with both the City's Office of Economic Development and the Utilities Division, it is clear that very few types of business could locate successfully in the Village Center without sewer service. It has not been City policy to extend the sewer to encourage economic development. However, because this area may not develop without sewer service and because it represents such an opportunity for economic development, the City may reconsider this policy. In addition, residents of the neighborhood have requested that, if sewer service is extended to serve the Village Center commercial area, sewer service should also be made available to residential areas.

## *Entrance to the Village Center*

When the new Route 460 opens to the public, the proposed entrance to the Village Center will be located off of Holcomb Path Road. The City needs to work with VDOT to develop plans for an adequate, safe intersection to ensure access to both the Village Center and the residential area along Holcomb Path Road, as well as any additional residences that are built southwest of Holcomb Path in the area designated low density residential. At this time, the angles of the two side roads as they connect with Route 460 are less than ideal. A median closure, directional median, or a traffic signal have been proposed for the intersection. Appropriate intersection improvements should be installed as soon after the new Route 460 is opened as possible. Residents of the area indicate that a traffic signal is needed now and support its installation. However, this intersection does not currently meet signal warrants and is not expected to do so until some time after 2015 (when development has been established).

## *Design of the Village Center*

As illustrated in Figure 1, an illustrative concept plan, the Village Center is envisioned as a mixed use area, with a distinct character similar to a small town downtown surrounded by a residential area featuring different types of housing. The Village Center is divided into three subareas: the Core Area, Transition Area A, and Transition Area B. Different design guidelines are devoted to each of the subareas. The Core Area is planned to be the small downtown area—a mainstreet lined with mixed use buildings. Transitional Area A separates the Core Area from the heavily trafficked Route 460 and features well-designed highway and neighborhood-serving commercial buildings. Transitional Area B offers small office and higher density residential uses (apartments and townhouses) to serve as a transition between the center and the surrounding single-family neighborhood. The actual layout of roads and buildings, as well as the boundaries between the core and transitional areas, may vary from those shown in the concept plan (Figure 1) when development proposals are approved.

To enhance the area, designs for the Center will feature attractive streets with landscaping, sidewalks, benches, and appropriate scale street lighting. A small park or public square would serve as a focal point for the Center.

During a public workshop held in February 2003, neighborhood residents indicated they would patronize businesses such as restaurants, drug stores, banks, small businesses, art galleries, food stores, and other businesses, if located in the center. They also recommended “quaint shops” and businesses that would “draw visitors." The residents supported live-work units and townhouses in the area. Since there are few such townhouse units in the neighborhood now, these requests suggest that there may be a market for them.

## *Current Zoning*

The Village Center area is designated on the City's current Zoning Map as R-2, Low-Medium Density Single-Family Residential, which allows single family homes on 10,000 square foot lots. The only parcel now designated commercial is the one occupied by Templeton's Market. It is zoned B-3C, Community Business (conditional). This parcel was rezoned from R-2 in 1998 to allow a convenience store with gas pumps.

The City does not expect to rezone this area from R-2 and B-3C to a district appropriate for mixed use until a proposal for development of the Village Center is presented. During the process of rezoning, matters such as sewers, road connections, and the mix of development proposed can be addressed. In the meantime, the area should remain R-2 to serve the homes located in the area.

## *Nearby Commercial Areas*

The Village Center will compete with nearby commercial areas and proposals for its development should take into account existing and potential development in the following locations. The City's new Comprehensive Plan includes a discussion of the projected amount of retail and office space the City will need over the next 20 years (see Chapter 3, Planning Context).

**Proposals for new commercial development should be evaluated with both these projections and the following competing locations in mind:**

- Commercial development along Route 460 in Campbell County. Current county land use plans and zoning are intended to support smaller commercial establishments similar to those now located along Route 460. Because access to these establishments is directly off Route 460, customers who can patronize either the Village Center or individual businesses along Route 460 may find the latter more convenient—but the former more attractive and neighborhood-oriented.
- Campbell Avenue/Route 501 in Lynchburg. At this time, there are few traveler-serving businesses in the vicinity of the Campbell Avenue/Route 501 interchange. However, as the additional traffic hits Route 460, developers may find locations along Campbell Avenue more attractive. Further, the City will be preparing a Corridor Study for Campbell Avenue and a Neighborhood Conservation Plan for the areas on both sides of Campbell Avenue. The results of these planning efforts are expected to make the Campbell Avenue corridor more attractive to businesses.
- Odd Fellows Road. The extension of Odd Fellows Road to Route 460 and the accompanying interchange have been proposed for several years. These improvements have a significant amount of public support from businesses and industry in the area, for reasons of both safety and convenience. Due to the lack of funding for the extension/interchange, it will be at least several years before it is built. However, once the extension/interchange is in place, a significant increase in truck and vehicle traffic is expected on Route 460. The traveling public will also have more direct access to hotels and restaurants on Odd Fellows Road.
- The Candlers Mountain Road area. There are numerous hotels, motels, and restaurants, as well as the River Ridge Mall and other shops located in this area. They represent competition for businesses located in the Village Center, especially for traffic northbound on Route 460.

- The Wards Road area. The recent development of "big box" retail in this area, as well as the presence of other retail and restaurants, means that many travelers southbound through the Tyreeanna/Pleasant Valley neighborhood will be headed directly for this area.
- The portion of Amherst County around the Madison Heights Bypass/210 Connector interchange. Amherst County is planning for commercial and residential development near this interchange and, while it does not yet have water and sewer service, county planners recognize its potential for "big box" commercial, as well as smaller businesses. A large shopping center could rival the development along Wards Road in Lynchburg. Such a development could be formidable competition for the Village Center. Traffic southbound on the Bypass will go through this interchange just before it reaches Lynchburg.

## 4) Current City Landfill: Post-Closure Uses

The City's current landfill is scheduled to close in 2014, with waste management operations possibly moving to the new landfill site on the other side of Concord Turnpike.

At the time of closure, the City will follow the state-approved closure plan for capping the landfill. Once the cap is in place, the landfill site may be used for other activities, known as "post-closure uses." There are two primary concerns that will affect the selection of post-closure use: subsidence and preservation of the landfill cap. The closure plan requires that the landfill be monitored for 30 years after closure. During this 30-year period, any activities are restricted to those that will not penetrate or damage the cap. So, any structures are likely to be cost-prohibitive, because they require special foundations to protect the cap and prohibit the escape of landfill gases. Any landscaping with deep roots, such as trees, is not appropriate because those roots might penetrate the cap. The collection system for methane gas must also be maintained and monitored, and the gas either collected and used or vented.

The City's post-closure vision for this area is a type of park facility to serve the neighborhood and the entire City. The City's Parks and Recreation Department will be responsible for the planning, construction, operation, and maintenance of the facilities, with input from other City departments.

### *The Decision-Making Process*

The Parks and Recreation Department staff (P&R staff) has indicated that they would like to begin the process of choosing a post-closure use or uses in the near future. P&R staff recognizes the importance of neighborhood input into this process. P&R staff has conducted preliminary research on post-closure uses and plans to set up a citizen design committee with representatives from Tyreeanna/Pleasant Valley and other neighborhoods, as well as other City departments and resource people. This committee will be charged with investigating possible post-closure uses and making a recommendation to the City Council about the use, including possible funding sources.

In order to ensure that funds are available, whether they are City funds from the Capital Improvement Program (CIP) or private funds in partnership, it is essential that plans be made well in advance of the time construction would begin.

Another important reason to begin planning for the post-closure uses soon is that, if any changes are needed in the landfill closure plan to accommodate the use, the closure plan will need to be amended. Depending on the magnitude of the changes to the closure plan, approval of the amended closure plan can take anywhere from two months to two years. There would also be an expense involved to amend and approve the closure plan that would need to be included in the City's budget.

### *Planning Principles to Guide the Choice of Post-Closure Use(s).*

**Several important planning principles will help guide the selection process:**

- Begin the process soon after completion of this neighborhood plan to allow sufficient time for an effective planning process, for alterations in the landfill closure plan (if necessary), for inclusion in the City's Capital Improvement Program (CIP), and for private fund-raising.
- Include representatives from neighborhoods throughout the City, especially the Tyreeanna/Pleasant Valley neighborhood.
- Include representatives from all affected City departments and agencies.
- Consider and evaluate the broadest possible range of potential uses.
- Develop criteria for choosing among the possible uses that reflect the City's and the neighborhood's needs.
- Pay special attention to the potential impacts on the Tyreeanna/Pleasant Valley neighborhood, such as traffic, noise, litter, lights, and others.
- Establish a goal—at the outset—of creating a real amenity that enhances the quality of life for the City and the neighborhood.

### *Possible Post-Closure Uses*

There are two types of post-closure uses, those that could be constructed as soon as the landfill is capped and those that would be unsuitable until subsidence of the landfill slowed or stopped. Subsidence is the natural result of waste decaying and methane gas escaping from the landfill. The weight of the waste that remains on top of the spaces left when waste decays or gas escapes causes the waste to fill up the space. Eventually, a depression or hole may form on the surface. These holes can be dangerous if stepped in unexpectedly or, at the very least, can be unsightly in a well-manicured surface. So, uses such as ballfields or golf courses are considered long-term uses and will not be considered until the City can be sure subsidence has stopped or become minimal.

However, there are a number of attractive uses that can be constructed and used as soon as the landfill is closed and capped. It is important to point out that

the area is large enough to accommodate more than one of these uses. In fact some of them, as indicated in the descriptions below, would be very complementary to each other.

**Natural Habitat Area.** The area would be planted with native grasses and shrubs to encourage the gradual development of a natural area. It would serve as a home for wildlife and would be compatible with the wildlife viewing area, walking trails, and picnic areas.

**Wildlife Viewing Area.** The area would be designed to encourage wildlife to move into the area. Viewing platforms and viewing blinds could be constructed to allow visitors to observe wildlife, such as birds, mammals, and insects. A nature trail pointing out the features of the area would be appropriate and might also include a description of how the landfill was turned into an area suitable for wildlife. Both this area and the Natural Habitat Area would be managed so that trees would not be allowed to grow in the area directly above the landfill cap. Areas around the edges of the filled area would support trees and create an attractive "edge" for wildlife.

**Walking Trails.** The popularity of trails throughout the City demonstrates the public's wish for safe and attractive places to walk. Trails could be laid out throughout this area, in combination with both passive uses—natural habitat/wildlife viewing—and passive recreational uses, such as picnic areas, a playground, and/or community gardens.

**Biking Trails.** Just as with walking trails, there are many bike enthusiasts in the City. Trails with both flat and hilly areas are attractive, as are companion uses such as picnic areas. If both walking and biking trails are planned, care should be taken to avoid conflicts between walkers and bikers.

**Picnic Area.** The views from the site are expected to be spectacular, so tables with or without shelters would be a great place for friends and families to visit and eat. Such an area may need to be located near a restroom facility, which might be constructed where the landfill operations buildings are now (since that area will not be filled, structures will be possible).

**Passive Recreation Area.** This is envisioned as a field, where grass would be mowed more often than a natural area would be. Shorter grass would enable users to throw frisbees and engage in similar activities that did not require formal field facilities with lines and goals or backstops.

**Community Gardens.** Users could grow flowers and/or vegetables in individual plots that would be administered by P&R staff. Users would be required to sign up before the growing season began and agree to abide by certain rules governing plant types, use of chemicals, cleanliness, and other matters. Community gardens would be compatible with several other uses. One attractive pairing would be to have a playground nearby for children while parents worked on their gardens.

**Playground.** This would be a small area with swings, slides, merry-go-rounds, and similar equipment. There should also be benches and shade for parents and caregivers. During the planning process, consideration should be given to locating this type of facility near restrooms.

**Dog Park.** Other localities have provided areas where residents could bring their dogs to run off the leash. A dog park would not take up a very large portion of the site. The dog park could be fenced, if necessary, to keep the dogs from running into other areas. Some Tyreeanna/Pleasant Valley residents indicated at the Public Workshop that they did not like the idea of a dog park, so additional information may be necessary to demonstrate that this use can be a positive one. The use of a dog park may also need to be monitored to ensure compliance with rules governing its use and to determine if it is functioning appropriately.

**Environmental Education Area.** This would be a small area that explains through the use of exhibits how the landfill became a park. The exhibits could be arranged in the form of kiosks or along a trail. An environmental education area would be very compatible with a special recycling area.

**Special Recycling Area.** This would be a sheltered area where people could drop off used, but still useful items and take home items they could use. Other communities have successfully implemented this type of program. However, it does require monitoring to ensure that the items to be recycled can still be used and are not simply being left to avoid the cost or nuisance of disposing of them. Typically, the area is checked on a weekly basis and items remaining after a certain amount of time are donated or disposed of.

## *Tyreeanna/Pleasant Valley Resident Rankings*

At the Public Workshop in February 2003, participants were invited to complete a questionnaire. One question gave them the opportunity to rank these potential post-closure uses. Some participants simply checked off the uses they would like to see in the area, others ranked them "1," "2," "3," and so on. In the table below, the "Votes" column counts all those who either checked or ranked the use. Then, the number of first, second, third, and fourth place votes are tallied. While the number of participants who responded to the question is small (16), their preferences represent the City's first chance to see what uses might be most attractive.

| Landfill Post-Closure Use Preferences | Votes | 1st | 2nd | 3rd | 4th |
|---|---|---|---|---|---|
| Natural habitat area | 5 | 1 | | | |
| Wildlife viewing area | 1 | | | | |
| Walking trails | 11 | 1 | 1 | 2 | |
| Biking trails | 8 | 2 | | 1 | 1 |
| Picnic area | 6 | | 2 | | |
| Passive recreation area | 5 | | 1 | 1 | |
| Community garden | 3 | | | | 1 |
| Playground | 4 | | | 2 | 1 |
| Dog park *(for dogs to run off-leash)* | 1 | | | | |
| Environmental education area | 3 | | | | |
| Special recycling area | 3 | | | | |
| Other-no suggestions given | none | | | | |

## 5) New City Landfill

During the past 20 years, the City has acquired over 150 acres in the area between Concord Turnpike, Nickerson Road, Meadhill Lane, and the James River to serve as a possible future landfill site once the existing landfill closes in 2014.

**The City's Waste Management Division expects to begin preliminary engineering studies about the new site. These studies will help determine:**

- Which areas are suitable for landfilling.
- Where landfilling would begin, and the order in which other areas would be filled.
- What types of buffers could be used and where they would be located to mitigate any impacts on the neighborhood.
- Where trees should be planted now to give them the maximum time to grow into a screen or buffer before landfilling begins.

It is essential for future neighborhood planning that engineering studies be performed to determine the effects of the site's topography on potential odors and blowing litter. The City should also determine, during this engineering study, whether and under what circumstances a new landfill would be visible from the Madison Heights Bypass/James River Bridge. If this new landfill would be visible and if there is no way to screen the landfill adequately, another waste disposal method and location may be advisable; encouraging new development in the Tyreeanna/Pleasant Valley area only to have travelers' first view of Lynchburg be of the landfill is counterproductive.

The City should also consider the option of joining a regional solid waste disposal program or project. If a feasible alternative to the new landfill could be found, the City could preserve this property for another use. It should also be noted here that, if the City turns to an alternative method of solid waste disposal (other than landfill), an alternative disposal method will needed for the sludge from the wastewater treatment plant.

## 6) "Old Route 460" or "Pleasant Valley Boulevard"

The section of the existing Route 460 that will be bypassed by the new section has been called "old" Route 460 during the planning process. At the Public Workshop in February 2003, neighborhood residents requested that the "old" Route 460 be renamed "Pleasant Valley Boulevard." Since there is already a "Tyreeanna Road," renaming this stretch of Route 460 would honor the Pleasant Valley part of the neighborhood and eliminate the confusion about "old" and "new" sections of Route 460. "Pleasant Valley Boulevard" is, therefore, used to indicate "old" Route 460 for the remainder of this section. Campbell County staff will be consulted to ensure that there are no other "Pleasant Valley boulevards" in the County that might result in confusion and to request that the

County support the change of name by renaming its portion "Pleasant Valley Boulevard," too.

The portion of Pleasant Valley Boulevard that is inside the City boundary should be attractively landscaped and signed. The boulevard will go over the Madison Heights Bypass on a two-lane bridge at the beginning of the Route 29/460 interchange. Pleasant Valley Boulevard continues westbound past the Pleasant Valley Baptist Church and a series of homes.

One small commercial node remains developable at the intersection of the Concord Turnpike and the boulevard. The parcels on each side of Concord Turnpike and north of the boulevard are designated Neighborhood Commercial on the Tyreeanna/Pleasant Valley Future Land Use Map. A convenience store with gas pumps now occupies one of these parcels. The traffic light now at the intersection of Concord Turnpike and Pleasant Valley Boulevard will be removed and, possibly, replaced with a four-way stop sign.

The Tyreeanna/Pleasant Valley Future Land Use Map shows Pleasant Valley Boulevard terminating at a roundabout, from which access will eventually be provided to the park facility that will replace the existing landfill. This "green spine" leading from the boulevard to the new park should be attractively landscaped as a neighborhood amenity. The view from this roundabout northwest could be very attractive.

**One view from the proposed "Green Spine" roadway leading from the old Route 460 ("Pleasant Valley Boulevard") to the landfill. This road would be built following closure of the existing landfill and would provide the primary access to the new recreational facility on the site of the former landfill.**

Once VDOT opens the new Route 460, Pleasant Valley Boulevard traffic is expected to decrease dramatically. In view of this decrease, VDOT plans to build a two-lane bridge to carry the boulevard over the Bypass, rather than a four-lane bridge. The two outer lanes on the boulevard may be landscaped and used for parking and bicycle traffic. The roundabout at the end of the boulevard should be attractively landscaped and signed to indicate nearby destinations.

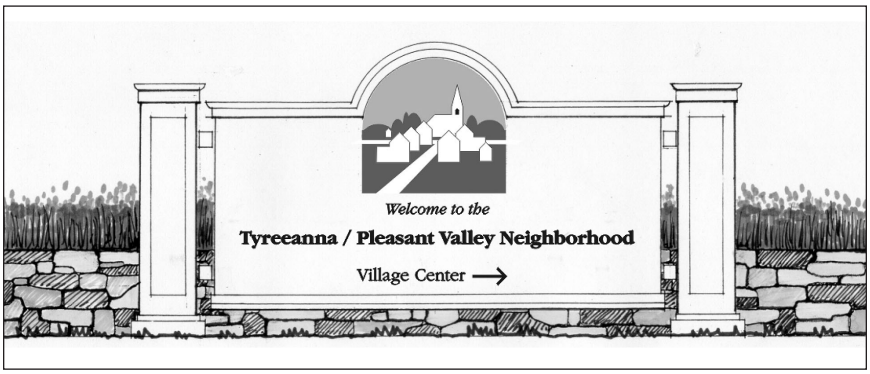
Residents of homes along Pleasant Valley Boulevard will benefit from the decrease in traffic; it will be easier for them to enter/exit their driveways and there will be less traffic noise. Combined with the decrease in odors expected when the existing landfill closes, this area could become very attractive for additional residences. However, unless sewer is provided in this area, new housing may not be viable.

# Design Guidelines for the Tyreeanna/Pleasant Valley Neighborhood

These guidelines are intended to assist in designing future development in the Tyreeanna/Pleasant Valley neighborhood. Whenever new development is proposed, and rezonings or conditional use permits are sought, these guidelines should be consulted. Department of Community Planning and Development staff will encourage developers to follow these guidelines.

**1.0 Create a positive neighborhood identity.**

1.1 Install attractive entrance signs at gateways, as illustrated in Figure 2. Complement the signs with easy to maintain landscape plants that provide year-round color. Include spring and summer flowers. Invite neighborhood groups to contribute to the planting and maintenance of flowerbeds.




Sympoetica

**Figure 2. Illustrative Concept, Tyreeanna/Pleasant Valley Neighborhood Entry Sign.**

1.2 Use the neighborhood logo, shown in Figure 3, in entrance signs and street signs. Encourage businesses and institutions to use the logo in their signage.

Sympoetica

**Figure 3. Tyreeanna/Pleasant Valley Neighborhood Logo.**

1.3 Select a family of outdoor furniture for the neighborhood, including a bench, trash receptacle, and light standard. Figure 4 shows a prototypical palette. Install them in public parks. Encourage their use in private development.


Sympoetica

**Figure 4. Prototypical Outdoor Furniture Palette.**

1.4 In consultation with the City's Urban Forester, develop a signature palette of street trees for installation when streets are upgraded and when new streets are built.

**2.0 Do not allow Route 460 and the landfill to dominate neighborhood life.**

2.1 Limit direct access to Route 460, as recommended in the access management plan.

2.2 Create a loop circulation system, as shown on the neighborhood Future Land Use Map, that allows residents to travel throughout the neighborhood without using Route 460.

2.3 Orient the fronts of new buildings internally to the neighborhood and away from Route 460, but ensure that new development presents an attractive view for through travelers by:

2.3.1 Installing an evergreen landscape screen (staggered double row) along Route 460 to limit views of rear building facades and loading areas, or

2.3.2 Presenting a finished rear building façade to Route 460 with screened or enclosed loading areas, dumpsters, utility meters, junction boxes, and transformers. Provide accent landscaping. Section 6.0 provides further guidance.

2.4 Maintain wooded buffers and plant evergreen screens along the Nickerson Road and Concord Turnpike frontages of the new landfill as follows:

2.4.1 Maintain on landfill property a wooded buffer of at least 150' depth along the north side of Nickerson Road. Supplement this buffer with evergreen trees as needed to hide views of the landfill area.

2.4.2 Maintain on landfill property a wooded buffer, where natural woodlands occur, of at least 75' depth along Concord Turnpike. Supplement this buffer with evergreen trees as needed to hide views of the landfill area. Where natural woodland is not present along Concord Turnpike, plant an evergreen screen (staggered quadruple row) to hide landfill views.

2.4.3 Revise these recommended buffers once a detailed landfill plan is prepared. Involve the Tyreeanna/Pleasant Valley Neighborhood Plan Implementation Committee (NPIC) in the determination of the ultimate specifications for buffers and screens.

2.4.4 Utilize black-plastic-clad chain link perimeter fencing for the new landfill.

2.5 Locate the entrance to the new landfill on Concord Turnpike.

2.5.1 Locate the entrance to the new landfill as far from residential areas as possible given sight distance and functional limitations.

2.5.2 Design a curved entrance road that arcs behind the buffer and does not present a direct view of the entrance from Concord Turnpike.

2.5.3 Locate gates and fencing behind the inside edge of adjacent buffers and screens.

2.6 Locate landfill buildings so as not to be visible from Nickerson Road or Concord Turnpike, or design buildings that are visible to be residential in scale with attractive facades on visible sides. Review plans and architectural renderings for visible buildings with the NPIC.

2.7 Provide a wooded trail corridor of at least 50' width along the western border of the new landfill, as shown on the neighborhood Future Land Use Map.

**3.0 Promote the conservation and rehabilitation of existing residential areas.**

3.1 Promote the infill of new housing on vacant lots that is compatible in location and scale with existing houses.

3.2 Ensure that additions are compatible in scale with their primary structures and with surrounding houses.

3.3 Place new garages to the side or rear of houses to avoid a front façade dominated by garage doors.

3.4 Ensure that new public facilities and institutions introduced into residential neighborhoods are compatible in location, scale, and building materials.

3.5 Make public investments in the completion of the grid street system, including continuous sidewalks and street trees.

3.6 Save monarch trees (diameter at breast height of 10 inches or more) and quality woods and vegetation where possible.

3.7 Utilize the design guidelines contained within the following illustrative drawings (Figure 5, Existing Conditions, and Figure 6, Rehabilitated Neighborhood) to guide new infill development and public investment.

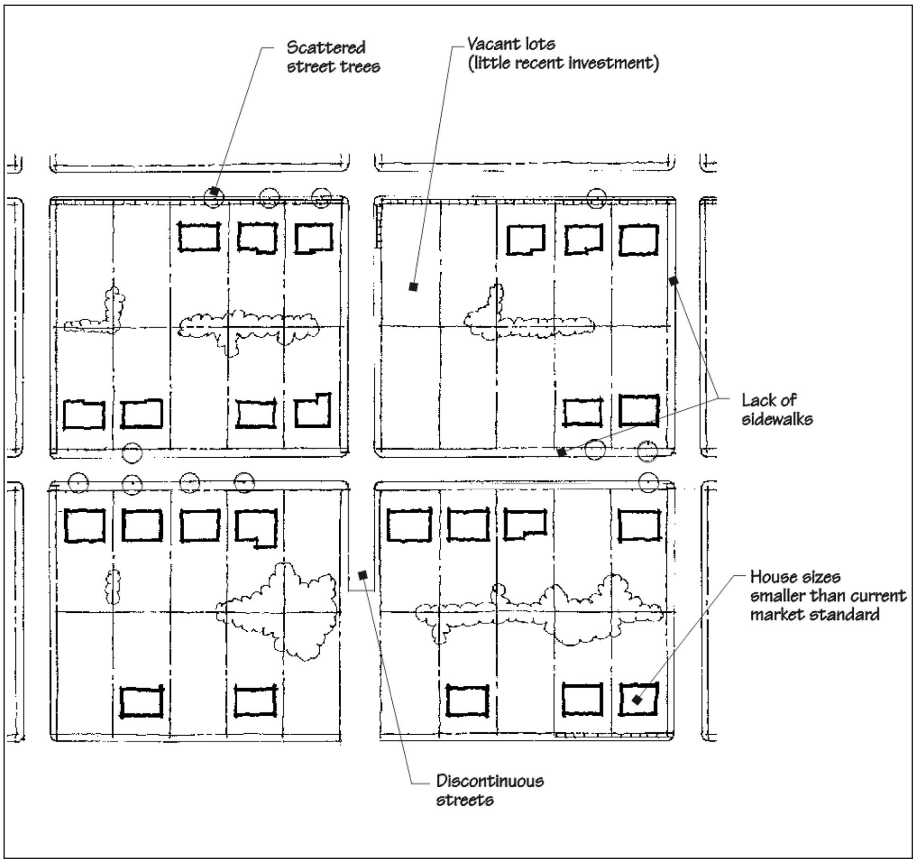



**Figure 5. Illustrative, Typical 2003 Neighborhood Conditions.**

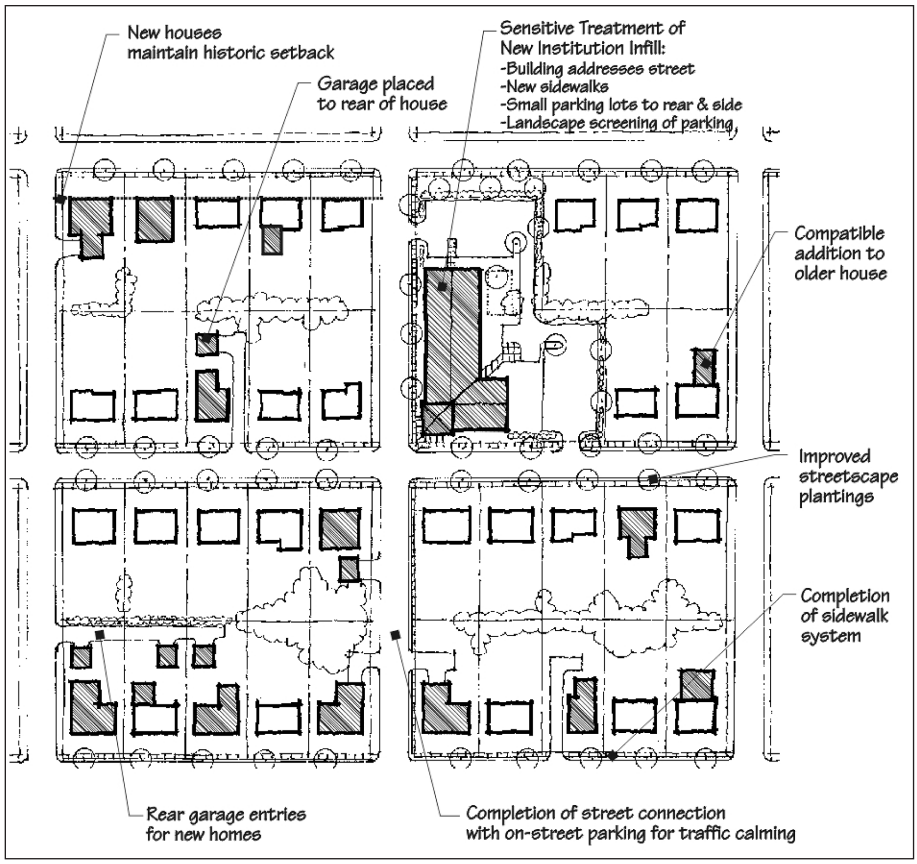



**Figure 6. Illustrative, Typical Rehabilitated Neighborhood.**

**4.0 Create new housing areas of character and distinction.**

4.1 Utilize minimum allowable setbacks to bring houses closer to the street and to foster neighborliness. The front yard becomes the outdoor living room for socializing, while the back yard provides private outdoor space.

4.2 Incorporate usable front porches, stoops, or patios. Provide a walkway from the front door to the public sidewalk.

4.3 Place garages to the side or rear of houses to avoid a front façade dominated by garage doors. Rear alleys may be used to provide access to garages.

4.4 Provide continuous sidewalks and street trees along all street frontages.

4.5 Design a connected street system modeled on the grid with modifications made for topographic and other environmental constraints.

4.6 Save monarch trees (diameter at breast height of 10 inches or more) and quality woods and vegetation where possible.

4.7 Preserve steep stream valley ravines and swales in open space to create a connected system of greenways, as shown on the neighborhood Future Land Use Map.

4.8 Provide new residential area entrance signs that incorporate the neighborhood logo.

**5.0 Organize new commercial development south of Route 460 into a mixed use Village Center.**

5.1 Create a memorable place of distinct character, a place like a traditional small town downtown or neighborhood mercantile area within a vibrant mixed housing residential neighborhood as illustrated in Figure 1. (Figure 1 is located earlier in this section.) This illustration shows a “Core Area," where mixed use buildings line a “Main Street” as well as a “transitional areas." Transitional Area A, along Route 460, includes well-designed highway commercial buildings as well as large neighborhood-serving retail uses (e.g., grocery store, drugstore). Transitional Area B offers small office and higher density residential uses (apartments and townhouses) that provide a transition to the surrounding single family neighborhood. Figure 1 is a concept plan for the village center and so is to provide a guide for private development rather than an exact design. The actual layout of roads and buildings and the boundaries between the core and transitional areas may vary from those shown when private development proposals are approved.

5.2 Design, size, and locate buildings in the Core Area as follows:

5.2.1 Buildings should address the street or a public square. Primary doorways open onto the street or square and are designed to attract people to enter from the sidewalk. Front facades contain ample windows and style elements that add interest and character.

5.2.2 Secondary doorways should be provided to rear parking lots. Rear facades should also contain visual interest features (windows and/or style elements) though the level of such ornamentation may be less than that provided on the front façade.

5.2.3 Buildings should be built on or close to the front property line with articulation of the façade to provide visual interest or spaces for outdoor seating or an outdoor eating area.

5.2.4 A common set of design organizational elements (e.g., materials palette, cornice lines, window style, etc.) should be used in all buildings in the Core Area.

5.2.5 Building heights may be up to four stories.

5.2.6 Buildings should have floorplates of 40,000 square feet or less. Buildings with floorplates greater than 20,000 square feet should exhibit variations in the front façade that make the building appear as multiple buildings rather than one large building. This may be achieved through façade articulation, roofline variation, and/or changes in materials/colors.

5.3 Design, size and locate buildings in Transitional Area A as follows:

5.3.1 Buildings should orient toward the Village Center rather than Route 460. Buildings should address the street on at least one side though primary doorways may face onto parking lots. Facades fronting streets should contain ample windows and style elements that add interest and character.

5.3.2 Where rear parking is provided, rear facades should also contain visual interest features (windows and/or style elements), though the level of such ornamentation may be less than that provided on the street façade.

5.3.3 Buildings should have floorplates of less than 60,000 square feet. Buildings with floorplates greater than 20,000 square feet should exhibit variations in the front façade through façade articulation, roofline variation, and/or changes in materials/colors.

5.3.4 One and two-story buildings are most appropriate for Transitional Area A, though some buildings, such as motels and hotels, may have up to four stories.

5.4 Design, size and locate buildings in Transitional Area B as follows:

5.4.1 Buildings should address the street, a public square, or green space. Primary doorways open onto the street, square, or green space. Front facades contain ample windows and styles elements that add interest and character.

5.4.2 Secondary doorways should be provided from rear parking lots. Rear facades should also contain visual interest features (windows and/or styles elements), though the level of such ornamentation may be less than that provided on the front façade.

5.4.3 Buildings should be built close to the front property line with articulation of the façade to provide visual interest.

5.4.4 Non-residential buildings should have floorplates of 20,000 square feet or less.

5.4.5 Building heights may be up to four stories.

5.5 Refrain from disjointed suburban strip development (Figure 7) where:

5.5.1 Buildings are developed as separate projects having little in common with or no connections to adjacent buildings.

5.5.2 Most or all buildings are set back from the street and address massive parking lots rather than the street.

5.5.3 The streetscape is dominated by standard chain-store architecture.

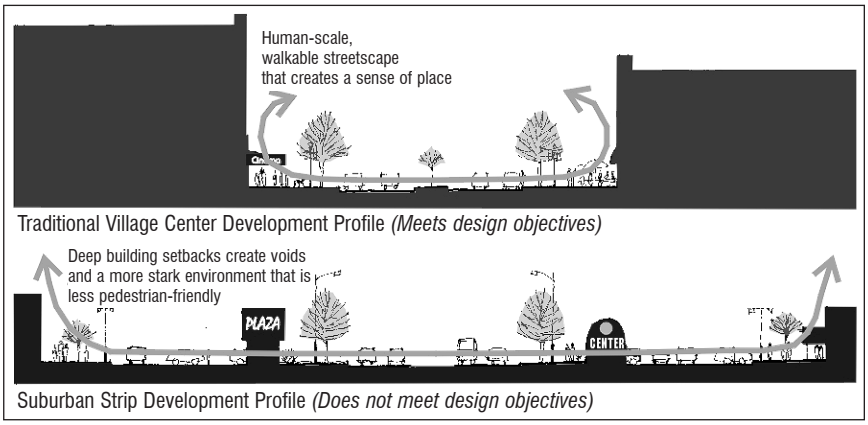



**Figure 7. Profiles of Development.**

5.6 Offer a vibrant mix of uses in the Village Center to include: retail, restaurant, office, entertainment, personal service, lodging, and townhouse or multifamily residential uses.

5.7 Incorporate a neighborhood pocket park or square connected to the proposed greenway system either by adjacency or by sidewalk or trail.

5.8 Provide adequate parking, but do not allow it to dominate the landscape:

5.8.1 Locate off-street parking lots to the rear or side of buildings. Within Transitional Area A, some buildings may have front parking lots if other buildings are placed along the street to reduce the visual impact of the parking lot from the street.

5.8.2 Parking lots along streets should be screened with landscaping or low fences or walls.

5.8.3 Design and construct well-landscaped parking lots, as described in 6.1.3.

5.9 Utilize a grid pattern of streets with modifications made for topographic and other environmental constraints. Enhance the streetscape with:
- On-street parking
- Sidewalks
- Street trees
- Street furniture: the Tyreeanna/Pleasant Valley neighborhood bench, trash receptacle, and light standard.

**6.0 Enhance the aesthetic quality and limit the traffic impacts of all commercial and industrial development.**

6.1 Improve the appearance of parking lots:

6.1.1 Where feasible, locate parking to the rear or sides of buildings.

6.1.2 Screen views of parking lots from roads with hedges, low fences, low walls, or, in areas outside the village center, landscaped berms. (Figure 8)

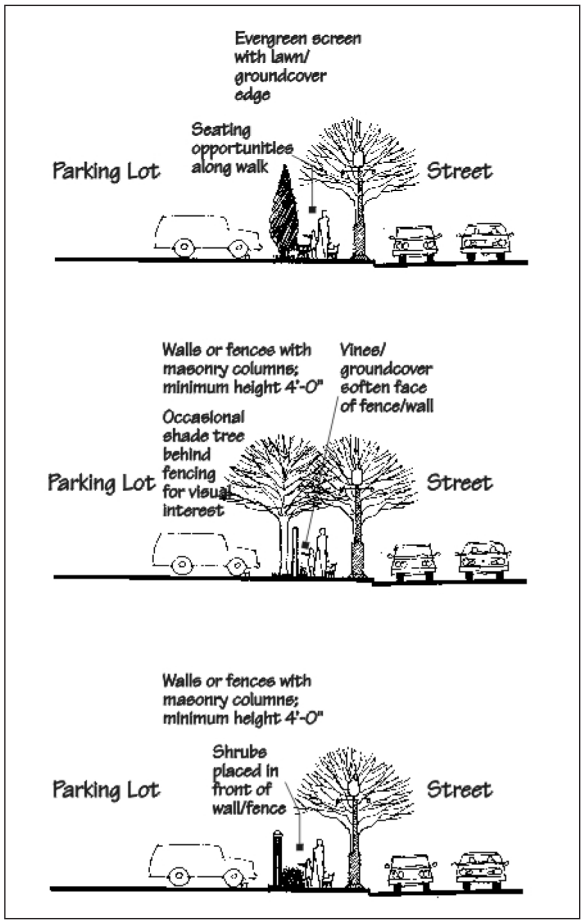



**Figure 8. Parking Lot Screening Options**

6.1.3 Provide perimeter and internal parking lot landscaping with at least fifteen percent (15%) of the area of surface lots dedicated to landscaped areas. Provide shade trees in these landscaped areas at a rate of at least one tree for every 10 spaces.

6.2 Reduce the impact of utility elements:

6.2.1 Incorporate mechanical equipment and service functions into the overall design theme of the building, site, and landscape. They should not be visually jarring add-ons.

6.2.2 Locate or screen rooftop mechanical equipment so that it is not visible from public streets. (Figure 9)

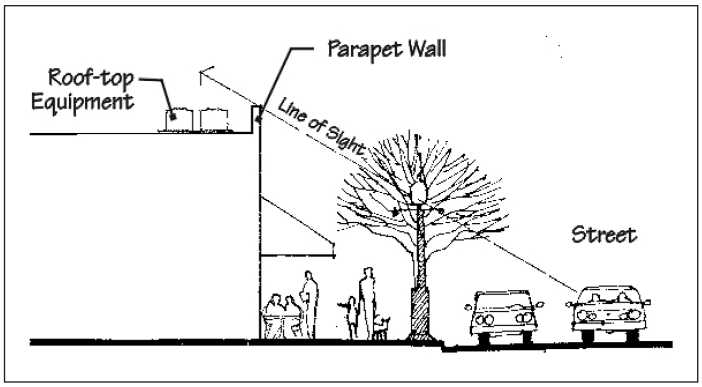



**Figure 9. Screening of Roof-top Mechanical Equipment.**

6.2.3 Enclose or screen transformers, utility meters, junction boxes, conduits, and connections.

6.2.4 Do not locate dumpsters in prominent locations. Screen them with opaque fences or walls.

6.2.5 Place loading docks on the side of building away from public view or otherwise screen them with landscaping, opaque fences, walls, or doors. (Figure 10)

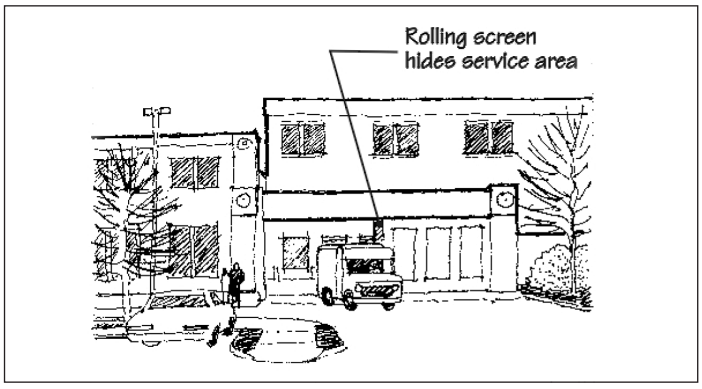



**Figure 10. Screened Rear Compound for Loading Docks and Dumpsters.**

6.3 Use signage with restraint.

6.3.1 Sky signs, roof signs, or off-premise signs are inappropriate in Tyreeanna / Pleasant Valley.

6.3.2 Wall and window signs shall be used in the Core Area of the Village Center.

6.3.3 Wall, window, and monument signs shall be used in other nonresidential areas.

6.3.4 Buildings should be designed with thought given to the future placement of signs. Signs should complement the architecture of the building. They should not obstruct architectural elements and details that define the design of the building. The placement of signs should be orderly.

6.4 Reduce direct access to Route 460.

6.4.1 New industrial uses west of the railroad tracks should use Campbell Avenue for primary access.

6.4.2 New commercial areas should not access Route 460 directly.

**7.0 Create a connected neighborhood through a grid system of streets, sidewalks, trails, and green spaces.**

7.1 Provide a connected system of streets modeled on a grid with modifications made for topographic and other environmental constraints. Cul-de-sacs should be avoided, though natural and constructed barriers may require their use in some circumstances.

7.2 Incorporate sidewalks into existing streets and provide sidewalks along new streets. Sidewalks may be placed on one side of the street in single family detached residential areas, but should be provided on both sides of the street in higher density residential and commercial areas.

7.3 Set aside open space along streams, ravines, and swales, as shown on the neighborhood future land use map, to create a neighborhood greenway system. Such open space areas may be preserved through easements or dedication as park land.

7.4 Provide a connected system of trails as shown on the future land use map.

7.5 Develop a major loop bicycle and pedestrian trail along old Route 460, the James River, the western edge of the new landfill, and through the old landfill park. Figure 11 illustrates a typical cross-section of the old Route 460 segment.

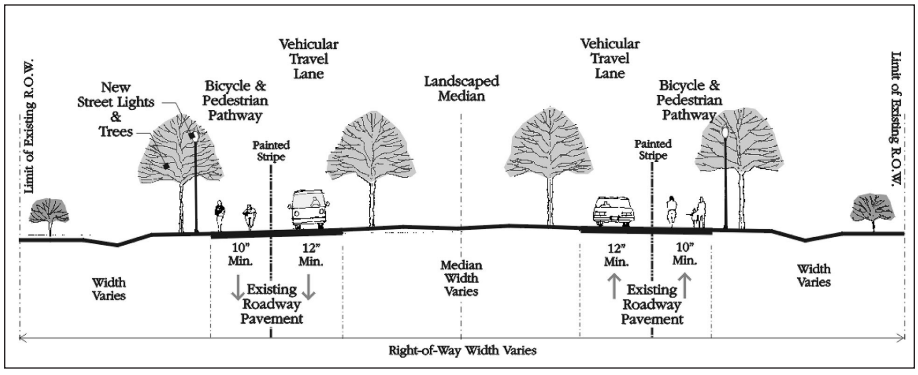



**Figure 11. Illustrative Concept, Old US Route 460 Bicycle and Pedestrian Pathway.**

7.6 Prepare a master plan for and develop, in consultation with the NPIC, a community park on the site of the current landfill (to be closed) with the following design features:

- Attractive ground covers, flowers, and shrubs that stabilize the soil and do not compromise the integrity of the landfill cap.
- Woodlands and natural vegetated habitat in areas where landfilling has not taken place
- Creative screens for gas vent pipes, wellheads, and other required landfill closure features.
- Picnic facilities that are located to take advantage of views of the city skyline and the James River.
- A system of walking and bicycling trails, including a portion of the major loop trail described in 7.5.
- Other recreational uses as determined through the master planning process.

7.7 Prepare a master plan for and develop a linear park to connect the new former landfill park to Route 460. Figure 12 illustrates a conceptual design for this park.

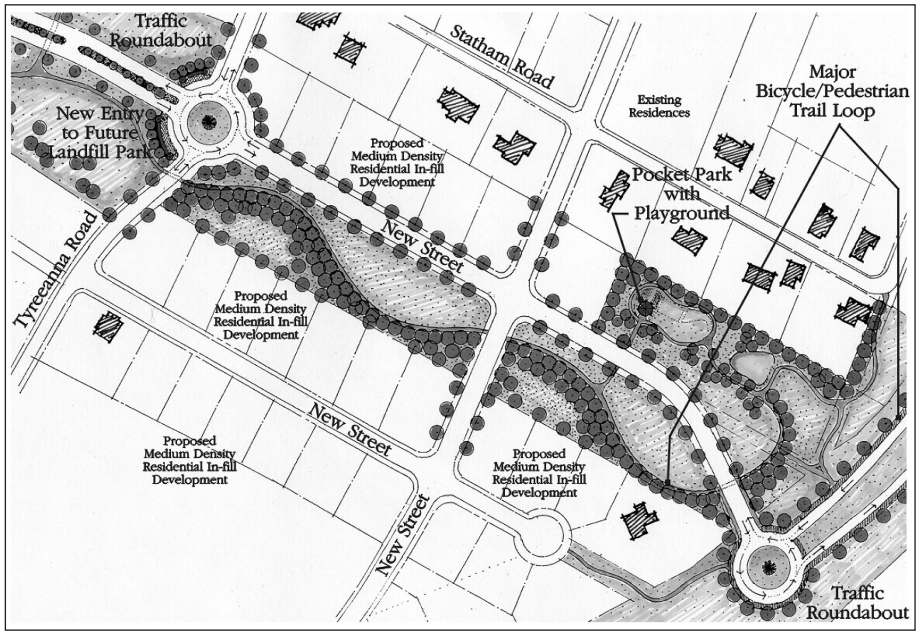



**Figure 12. Illustrative Concept, Tyreeanna Greensward Park.**